AGENDA

COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

June 5, 2007 **4:00 PM**
Aldermen Osborne, **Aldermanic Chambers**
O'Neil, Shea, Roy, Long **City Hall (3rd Floor)**

1. Chairman Osborne calls the meeting to order.

2. The Clerk calls the roll.

3. Monthly update from the Public Health Director.

4. Presentation regarding traffic flows in the area of Hallsville School

5. Discussion of dogs at large requested by Alderman Shea.
(Note: Animal control has been requested to attend.)

6. Communication from John J. Tenn requesting that No Parking on Walnut Hill Avenue (limited area north side) be reconsidered by the Committee.
Ladies and Gentlemen, what is your pleasure?

7. Discussion relative to fire hydrant violations.

8. Preliminary Millyard Parking Plan.

9. Report from Police Department regarding tasers.

10. Traffic Department has submitted an agenda, which needs to be addressed:

No Parking Anytime Emergency Ordinance:
On Foch Street, east side, from a point 320 feet north of Hanover Street to a point 30 feet northerly
Alderman Pinard

No Parking – Live Parking Only During School Hours
On Hayward Street, north side, from Jewett Street to a point 160 feet east
On Jewett Street, east side, from Hayward Street to Merrill Street
On Merrill Street, south side, from Jewett Street to a point 160 feet east
Alderman Shea

Rescind No Parking Anytime:
On Lowell Street, north side, from a point 95 feet east of Maple Street to Malvern Street
Alderman Duval

No Parking During School Hours:
On Merrill Street, south side, from a point 180 feet east of Jewett Street to Woodman Street
Alderman Shea
On Lowell Street, north side, from a point 95 feet east of Maple Street to Malvern Street
Alderman Duval

Rescind No Parking 7 am-3 pm Monday – Friday
On Jewett Street, east side, from Hayward Street to Merrill Street (Ord. number not assigned)
Alderman Shea

Rescind No Parking During School Hours:
On Merrill Street, south side, from Jewett Street to Woodman Street (Ord. 8033)
Alderman Shea

No Parking Anytime:
On Youville Street, west side, from Kelley Street to a point 165 feet north
Alderman Forest

Rescind No Parking Handicap Zone – Handicap Parking Only
On Merrill Street, south side, from a point 155 feet east of Jewett Street to a point 20 feet east (Ord. 8303)
Alderman Shea

Accessible Parking Spaces:
On Youville Street, west side, from a point 165 feet north of Kelley Street to a point 50 feet northerly (2 spaces)
On Youville Street, west side, from a point 310 feet north of Kelley Street to a point 50 feet north
(2 spaces)
Alderman Forest
On Merrill Street, south side, from a point 160 feet east of Jewett Street to a point 20 feet east
Alderman Shea

Rescind Stop Signs:
On Lacourse Street at Rhode Island Ave., NEC (Ord. number not yet assigned)
On New York Street at Rhode Island Ave. SWC (Ord. number not yet assigned)
Alderman Duval

Stop Signs:
On Rhode Island Ave. at Lacourse Street, SEC, NWC
On Rhode Island Ave. at New York Street, SEC, NWC
Alderman Duval

4-Way Stop Signs (Enright Park):
On Lincoln Street at Laurel Street, SEC, NWC
Alderman Osborne
On Merrimack Street at Lincoln Street, NEC
Alderman Duval
On Merrimack Street at Lincoln Street, SWC
Alderman Osborne

Ladies and Gentlemen, what is your pleasure?

11. **Discussion**: Pedestrian Crosswalk Policy with Federal Highway Administration Crosswalk Design Report submitted by J. Hoben.

TABLED ITEMS

A motion is in order to remove any of the following items from the table for discussion.

12. Communication from Parks, Recreation and Cemetery Commission recommending naming the Manchester Recreational Trail system inclusive of Manchester City limits present and future, in honor of Officer Briggs to be called "The Michael L. Briggs Trail System 83."
(Tabled 05/15/2007 pending information from Police Department)

13. E-mail communication from Jennifer Drakoulakos expressing her concerns regarding traffic flow and parking problem on A Street.
(Tabled 5/15/07 pending report from Alderman Smith)

14. Communication from Alderman Shea proposing the establishment of a Manchester Crime Prevention Committee.
(Tabled 12/12/2006;)

15. If there is no further business, a motion is in order to adjourn.

TENN AND TENN, P.A.
ATTORNEYS AT LAW

JAMES J. TENN, JR.* • JOHN J. TENN * • MARY ELIZABETH TENN *

May 21, 2007

Alderman Edward Osborne, Chairman
Public Safety and Traffic Committee
One City Hall Plaza
Manchester, NH 03101

Re: Posted "No Parking" on Walnut Hill Avenue

Dear Alderman Osborne:

I have just been informed by the City Clerk's Office that at last month's Traffic and Safety Committee meeting the agenda item regarding posting "no parking" signs on Walnut Hill Avenue was removed and substituted with an item concerning widening the mouth of my driveway as it enters and exits Walnut Hill Avenue. I was not apprised of this action before the meeting. Accordingly, I write to request that the original "no parking" sign item be returned to the agenda to be addressed at the next meeting. Unfortunately, this situation persists and over the course of this weekend, I was forced to contact the Manchester Police Department and ask that my neighbor's vehicle be moved so that I could exit my yard safely.

The Highway Department has reviewed the situation on numerous occasions and has consistently recommended that a "no parking" sign be installed in a limited area on the north side of Walnut Hill Avenue. Similar actions have been taken on A Street, Paquette Avenue, and Winter Streets in Manchester, NH. Of particular interest, A Street is approximately the same dimensions at Walnut Hill Avenue. "No parking" signs have been posted there, in a limited area, similar to that which I have been requesting. Accordingly, I would like to know the history behind the implementation of those signs and why Walnut Hill Avenue is not being addressed in similar fashion.

Thank you for your attention in this matter.

Very truly yours,

John J. Tenn

JT/mlg
cc: Traffic and Safety Committee Members
Carol Johnson (via facsimile)

A Professional Association

16 HIGH STREET • SUITE THREE • MANCHESTER, NEW HAMPSHIRE 03101 • (603) 624-3700 • (603) 644-0345 FAX

**Also admitted in Massachusetts*

City of Manchester
Traffic Division

Pedestrian Crosswalks
Traffic Policy

PURPOSE: Both pedestrians and motorists in the City of Manchester have rights and responsibilities on the roadway. Pedestrians must obey signals and yield to motorists if not crossing at an intersection or a crosswalk. Conversely, motorists are required to yield to pedestrians at crosswalks and when crossing at intersections. Excessive use of signs and pavement markings can substantially reduce the effectiveness of such devices. A consistent application of this policy will serve both the motorist and pedestrian within the City of Manchester.

PROCESS: All requests for the installation of crosswalks will be reviewed by staff of the Highway Department, Traffic Division, and the Police Department for determination and recommendation to the Committee on Public Safety and Traffic.

POLICY: The following guidelines are standards and warrants for the installation of crosswalks within the City of Manchester.

1. The provisions of the Manual on Uniform Traffic Control Devices (MUTCD) shall be followed.

2. Relevant speed, volumes, accident records, pedestrian counts, sight obstructions, and demographic analysis shall be reviewed when considering pedestrian crosswalk installations.

3. Pedestrian crosswalks shall be placed only at locations that are unusually hazardous or at locations not readily apparent as having pedestrian movement.

4. Pedestrian crosswalks shall only be placed at intersections, unless there is an extenuating circumstance. The existing mid-block crosswalks shall be considered grandfathered in.

5. Any of the following conditions may warrant pedestrian crosswalks:

   a. Those locations adjacent to and along established pedestrian routes to and from a school.

   b. Locations adjacent to community centers, libraries, and other high use public facilities.

PEDESTRIAN CROSSWALKS (Continued)

c. Locations adjacent to public parks.

d. Locations where accident records, sight obstructions and/or pedestrian volume warrants the installation.

e. Locations where significant numbers of physically challenged persons cross a street.

f. Locations where significant numbers of senior citizens cross a street.

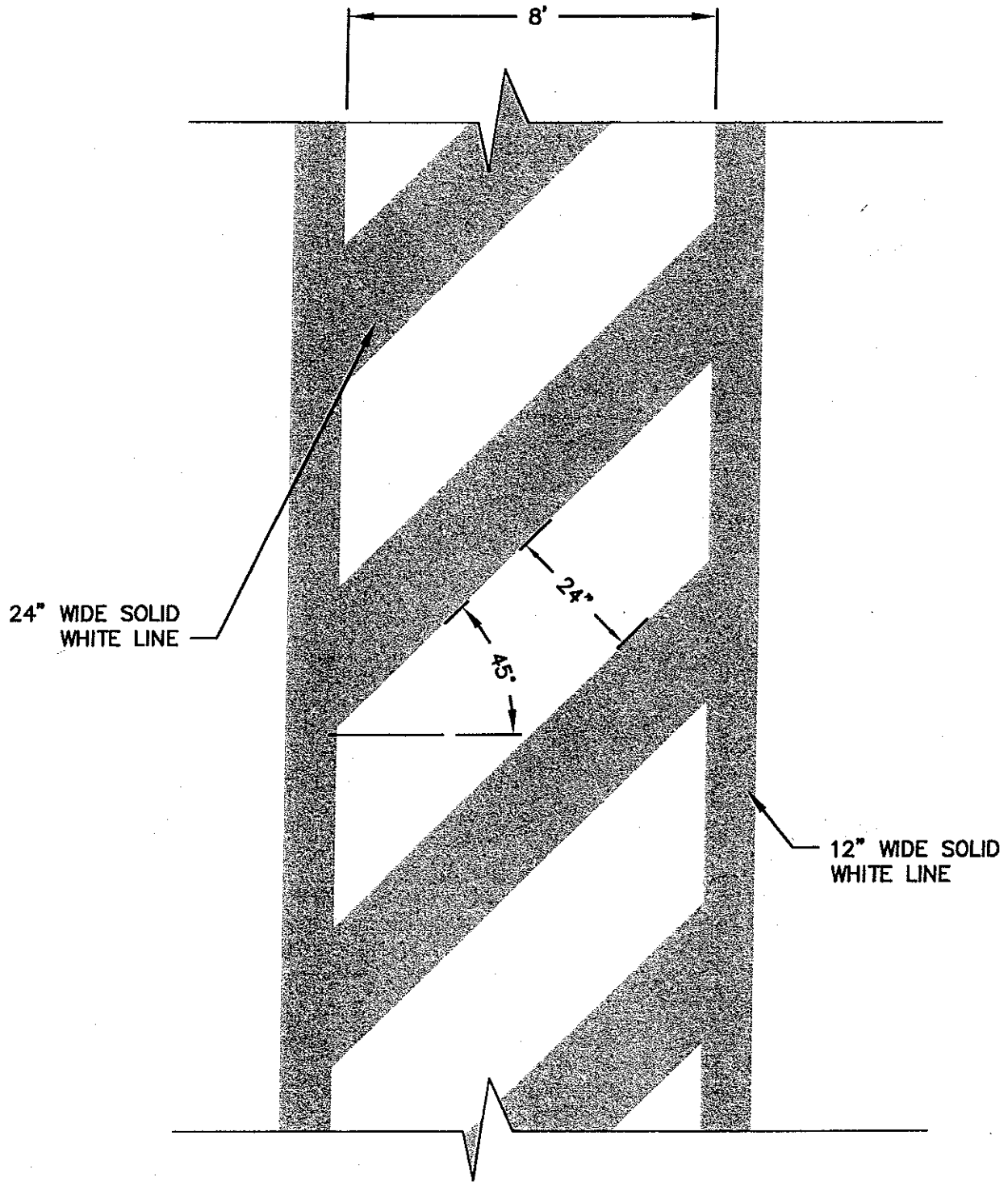
6. Type I (hash marks) crosswalks shall be installed on streets that are not supervised by a traffic control device (stop sign or traffic signal).

7. Type II (single line) crosswalks shall be installed on all streets that are supervised by a traffic control device, with the exception of the Elm Street and the school zone crosswalks.

8. All existing Type I (hash marks) crosswalks shall be considered grandfathered in.

11

CITY OF MANCHESTER
TRAFFIC DIVISION



TYPE 1 CROSSWALK DETAIL

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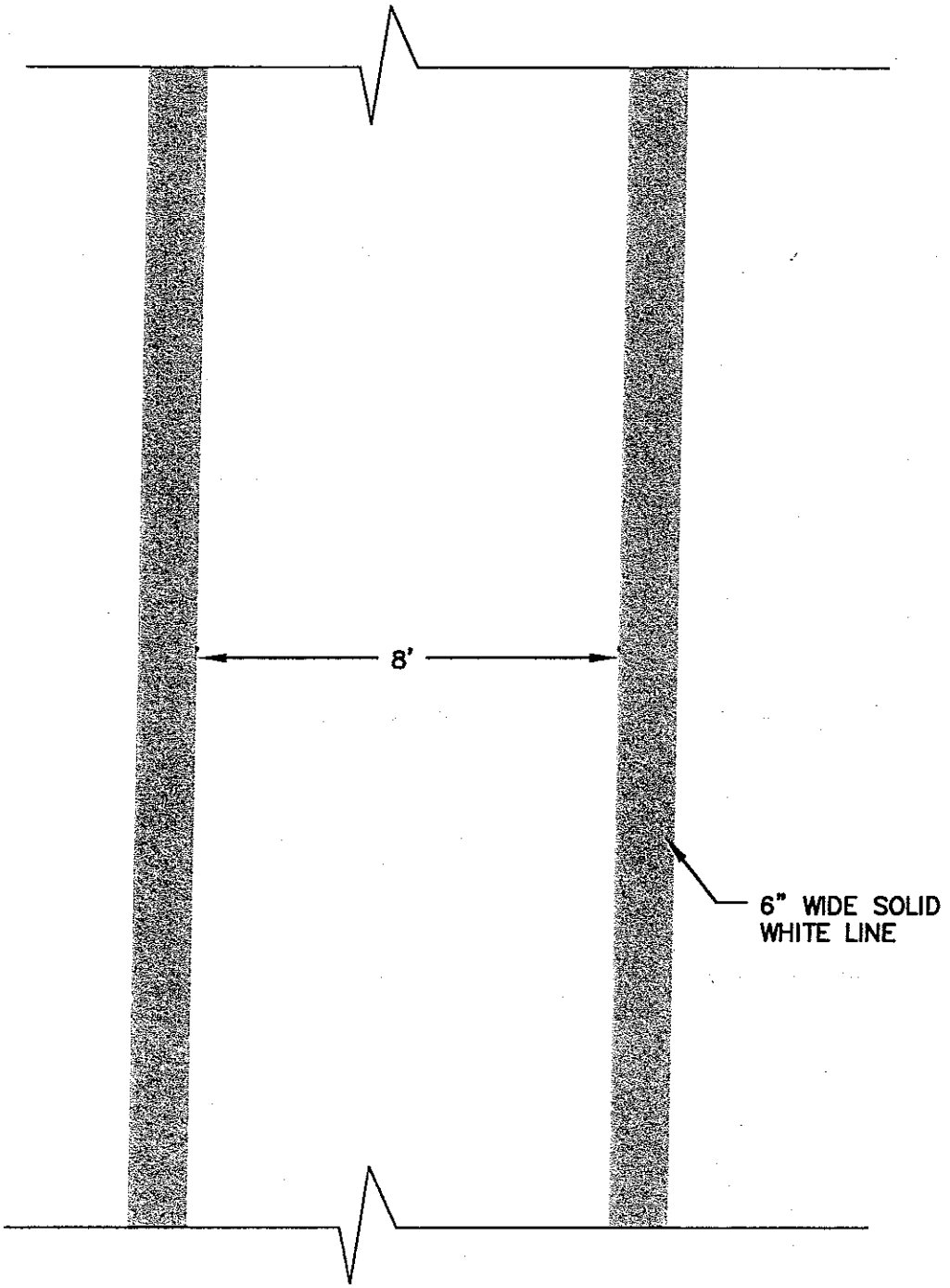
NOT TO SCALE

CITY OF MANCHESTER
TRAFFIC DIVISION



TYPE 2 CROSSWALK DETAIL

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NOT TO SCALE

Chapter 4 (cont.)- Sidewalk Design Guidelines and Existing Practices

4.4.3 Driveway Crossings

Driveway crossings permit cars to cross the sidewalk and enter the street, and they consist of the same components found in curb ramps. It is the driver's responsibility to yield to the pedestrian at the driveway–sidewalk interface.

Figure 4-32: Driveway crossings without landings confront wheelchair users with severe and rapidly changing cross-slopes at the driveway flare.

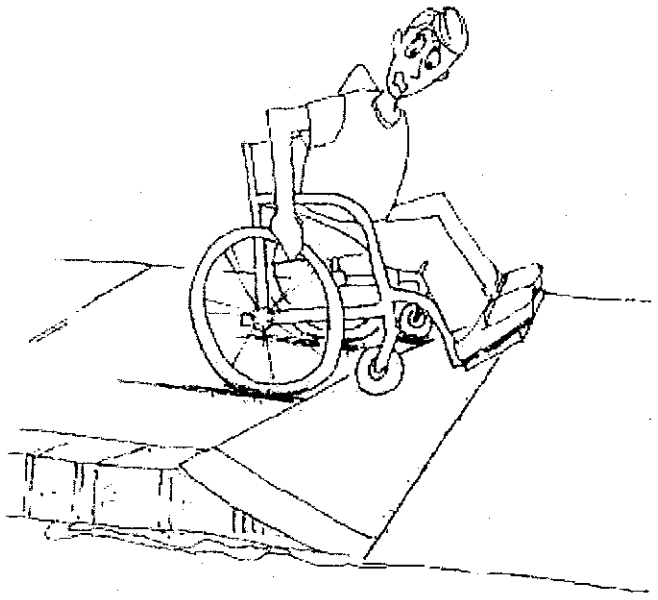


Figure 4-33: When sidewalks have a planter strip, the ramp of the driveway does not interfere with a pedestrian's path of travel.

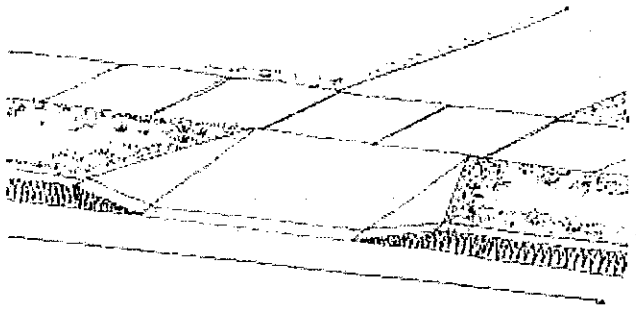


Figure 4-34: On wide sidewalks, there is enough room to provide a ramp for drivers and retain a level landing for pedestrians.

11

According to ADAAG, a raised island or median should be level with the street or have curb ramps at all sides and a level area 1.220 m (48 in) long in all directions.If a cut-through design is used, it should be at least 0.915 m (36 in) wide. Cutthrough medians are easier for wheelchair users and other people with mobility impairments to negotiate than ramps.In addition, the edge of a cut-through can provide directional information to people with visual impairments. However, if the cut-through is too wide, people with visual impairments might not detect the presence of a median or island. For this reason,the width of the cut-through should be limited to ensure detection by people with visual impairments.A detectable warning on the surface of the cut-through will also improve detectability.

4.4.5 Crosswalks

Crosswalks are a critical part of the pedestrian network. A crosswalk is defined as "the portion of a roadway designated for pedestrians to use in crossing the street" and may be either marked or unmarked (Institute of Transportation Engineers, Technical Council Committee 5A-5, 1998).

Figure 4-39: Cut-through corner island and center median (based on OR DOT, 1995).

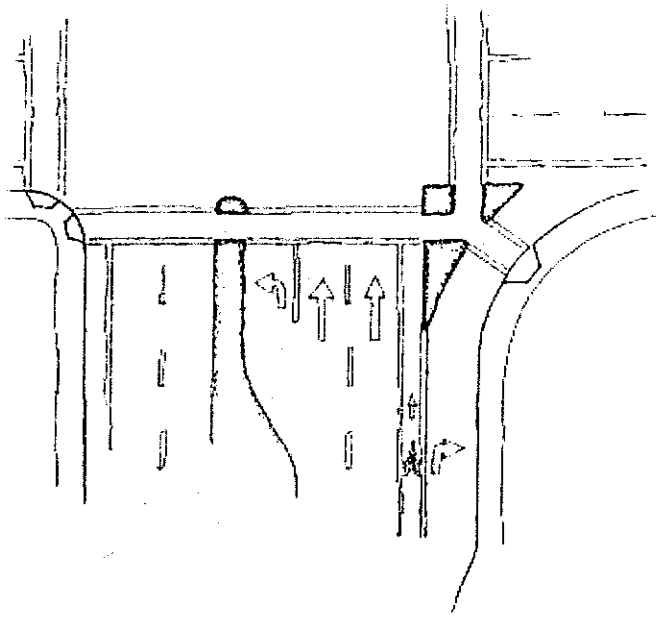


Figure 4-40: Ramped corner island and cut-through median (based on OR DOT, 1995).

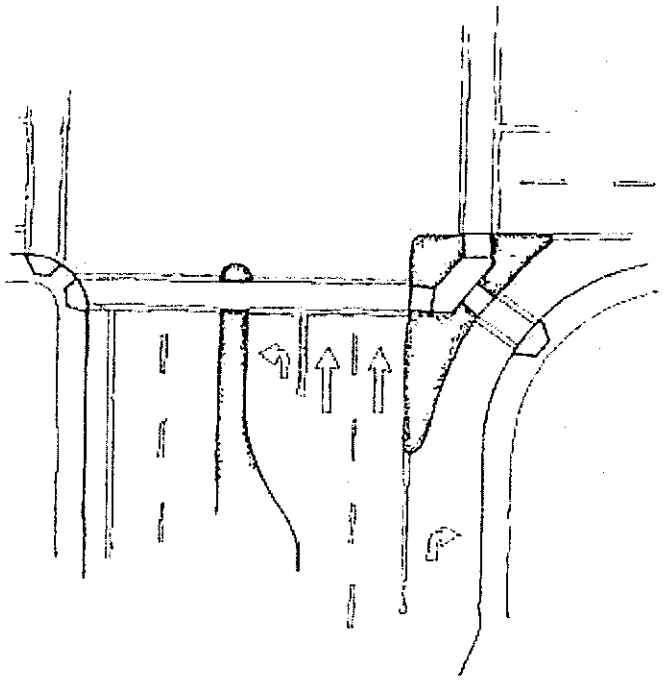


Figure 4-41: Two horizontal lines are the most common crosswalk markings.

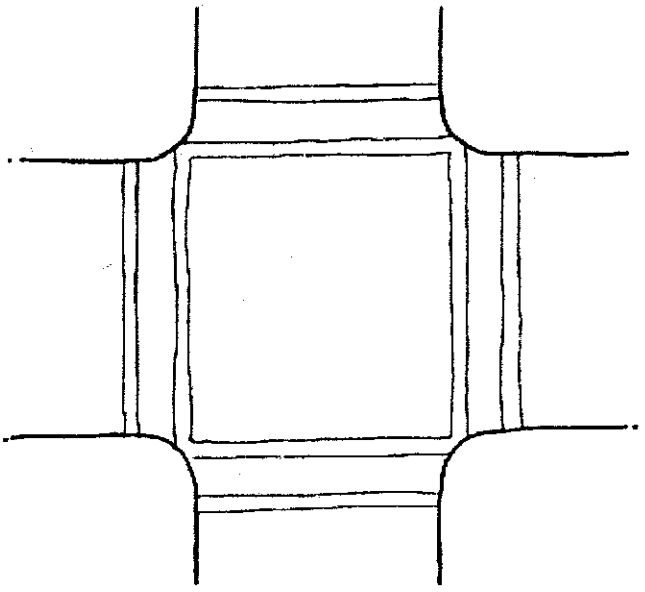


Figure 4-42: A ladder design was found to be the most visible type of pedestrian crosswalk marking.

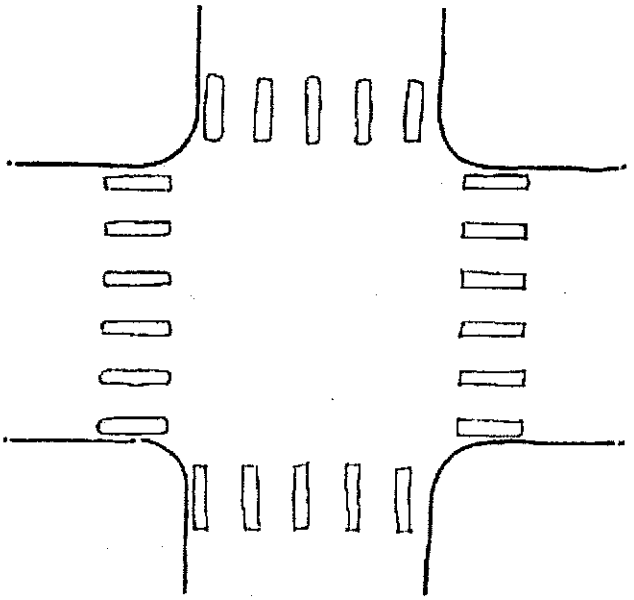
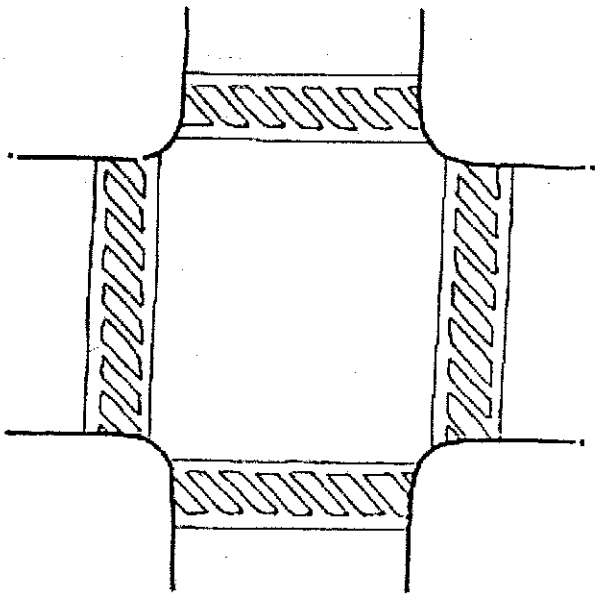


Figure 4-43: Diagonal markings enhance visibility.



Marked crosswalks are most effective when they can be identified easily by motorists. However, many pedestrians,including pedestrians with low vision,benefit from clearly marked crosswalks.For this reason, proposed Section 14 (1994) required marked crossings to be "delineated in materials or markings that provide a visual contrast with the surface of the street" (U.S. Access Board,1994b). Most State DOTs follow the Manual of Uniform Traffic Control Devices (MUTCD) guidelines for marking crosswalks. Although the MUTCD does permit some variations for additional visibility, the basic specifications call for solid white lines not less than 150 mm (6 in) marking both edges of the crosswalk and spaced at least 1.830 m (72 in) apart (US DOT, 1988) (Figure 4-41). A study by Knoblauch, Testin, Smith, and Pietrucha (1988) found the ladder design, shown in Figure 4-42, to be the most visible type of crosswalk marking for drivers. Diagonal striping can also enhance the visibility of a pedestrian crossing (Figure 4-43).

When a diagonal curb ramp is used at an intersection, a 1.220-m (48-in) clear space should be provided to allow ramp users enough room to maneuver into the crosswalk.

In some situations, marked crosswalks might not be enough to ensure pedestrian safety. For example, at high-

speed intersections without traffic signals, drivers often cannot perceive a marked crosswalk quickly enough to react to pedestrians in the roadway. This problem is compounded by the fact that "pedestrians may 'feel safer' within a marked crosswalk and expect motorists to act more cautiously" (Institute of Transportation Engineers, Technical Council Committee 5A-5, 1998). Some agencies around the United States consider that removing crosswalk markings improves pedestrian safety.Alternative treatments such as electronically activated crosswalks,pedestrian-actuated traffic controls,flashing traffic signals, light guard flashing crosswalks, traffic calming measures, raised crosswalks, and traffic signals are also being used. FHWA studies are currently being conducted to determine if these measures provide safer crossing for pedestrians.

Most marked crosswalks observed during the sidewalk assessments were marked with paint. Others were built with contrasting materials such as red brick inside the crosswalk, bordered with gray concrete. Contrasting textures can provide tactile guidance for people with visual impairments, as well as visible colorized warnings.

4.4.6 Crossing Times

People's walking pace and starting pace varies depending on their personal situation. Older pedestrians might require longer starting times to verify that cars have stopped. They also might have slower reaction times and slower walking speeds. Powered wheelchair users and manual wheelchair users on level or downhill slopes might travel faster than other pedestrians. But on uphill slopes,manual wheelchair users might have slower travel speeds. At intersections without audible pedestrian signals,people with visual impairments generally require longer starting times because they rely on the sound of traffic for signal-timing information.

The AASHTO Green Book indicates that "average walking speeds range from 0.8 to 1.8 m/s." The MUTCD assumes an average walking speed of 1.220 m/s (4 ft/s). However, research on pedestrian walking speeds has demonstrated that more than 60 percent of pedestrians walk more slowly and that 15 percent of pedestrians walk at less than 1.065 m/s (3.5 ft/s) (Kell and Fullerton, 1982).The AASHTO Green Book recommends a walking rate of 1.0 m/s (39 in/s) for older pedestrians (AASHTO, 1995).

Pedestrians of all mobility levels need to cross intersections. However, when crossing times accommodate only people who walk at or above the average walking speed, intersections become unusable for people who walk at a slower pace.To accommodate the slower walking speeds of some pedestrians, transportation agencies should consider extending their pedestrian signal cycles. Signal timing should be determined on a case-by-case basis, although extended signal cycles are strongly recommended at busy intersections that are unusually long or difficult to negotiate.

4.4.7 Pedestrian-Actuated Traffic Controls

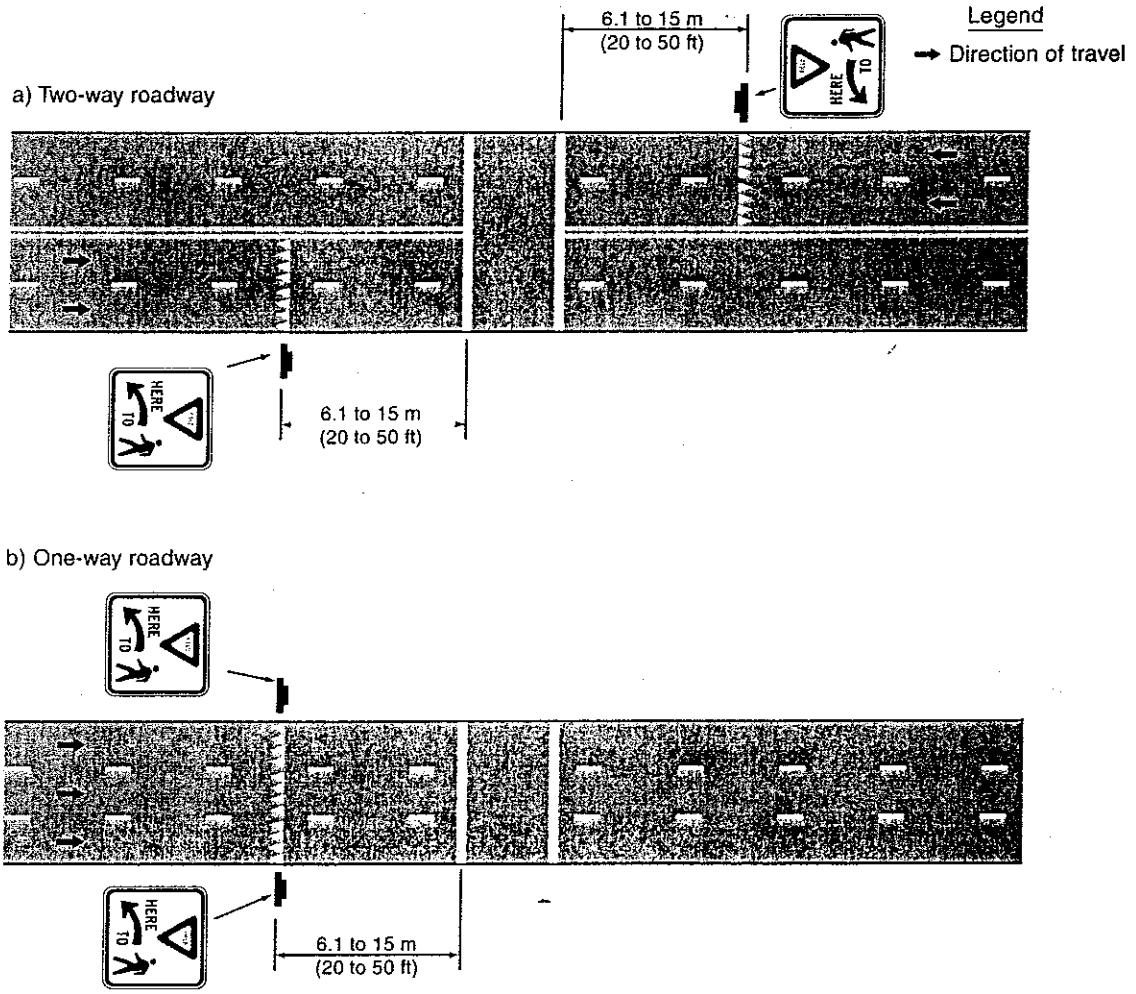
Pedestrian-actuated traffic controls require the user to push a button to activate a walk signal. According to the MUTCD, pedestrian-actuated traffic controls should be installed when a traffic signal is installed under the Pedestrian Volume or School Crossing warrant, when an exclusive pedestrian phase is provided, when vehicular indications are not visible to pedestrians,and at any established school crossings with a signalized intersection (US DOT,1988). If the intersection has a median,a button should be added to the median and both corners.

Unfortunately, pedestrian-actuated control signals are often inaccessible to people with mobility impairments and people with visual impairments.To be accessible to wheelchair users and people with limited mobility, pedestrianactuated traffic controls need to be located as close as possible to the curb ramp without reducing the width of the path. They also need to be mounted low enough to permit people in wheelchairs to reach the buttons. ADAAG does not specify a height for pedestrian-actuated control systems. However, ADAAG Section 4.10.3 states that elevator buttons should be located no higher than 1.065 m (42 in) (ADAAG, U.S. Access Board,1991).

The size and type of the button also affect the accessibility of the control. Larger raised buttons are easier for people with visual impairments to identify (Figure 4-44). According to proposed Section 14 (1994), buttons should be raised above or flush with their housings and be at least 50 mm (2 in) in the smallest dimension (U.S. Access Board, 1994b).

Figure 4-44: A large, easy-to-press button makes pedestrianactuated traffic controls more usable for people with limited hand strength and dexterity.

Figure 3B-15. Examples of Yield Lines at Unsignalized Midblock Crosswalks



Section 3B.17 Crosswalk Markings

Support:

Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops.

Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by highway traffic signals or STOP signs.

At nonintersection locations, crosswalk markings legally establish the crosswalk.

Standard:

When crosswalk lines are used, they shall consist of solid white lines that mark the crosswalk. They shall be not less than 150 mm (6 in) nor greater than 600 mm (24 in) in width.

Guidance:

If transverse lines are used to mark a crosswalk, the gap between the lines should not be less than 1.8 m (6 ft). If diagonal or longitudinal lines are used without transverse lines to mark a crosswalk, the crosswalk should be not less than 1.8 m (6 ft) wide.

Crosswalk lines, if used on both sides of the crosswalk, should extend across the full width of pavement or to the edge of the intersecting crosswalk to discourage diagonal walking between crosswalks (see Figures 3B-15 and 3B-16).

Crosswalks should be marked at all intersections where there is substantial conflict between vehicular and pedestrian movements.

Marked crosswalks also should be provided at other appropriate points of pedestrian concentration, such as at loading islands, midblock pedestrian crossings, or where pedestrians could not otherwise recognize the proper place to cross.

Crosswalk lines should not be used indiscriminately. An engineering study should be performed before they are installed at locations away from highway traffic signals or STOP signs.

Because nonintersection pedestrian crossings are generally unexpected by the road user, warning signs (see Section 2C.41) should be installed and adequate visibility should be provided by parking prohibitions.

Support:

Section 3B.16 contains information regarding placement of stop line markings near crosswalk markings.

Option:

For added visibility, the area of the crosswalk may be marked with white diagonal lines at a 45-degree angle to the line of the crosswalk or with white longitudinal lines parallel to traffic flow as shown in Figure 3B-16.

When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted. This type of marking may be used at locations where substantial numbers of pedestrians cross without any other traffic control device, at locations where physical conditions are such that added visibility of the crosswalk is desired, or at places where a pedestrian crosswalk might not be expected.

Guidance:

If used, the diagonal or longitudinal lines should be 300 to 600 mm (12 to 24 in) wide and spaced 300 to 1500 mm (12 to 60 in) apart. The marking design should avoid the wheel paths, and the spacing should not exceed 2.5 times the line width.

Option:

When an exclusive pedestrian phase that permits diagonal crossing is provided at a traffic control signal, a marking as shown in Figure 3B-17 may be used for the crosswalk.

Section 3B.18 Parking Space Markings

Support:

Marking of parking space boundaries encourages more orderly and efficient use of parking spaces where parking turnover is substantial. Parking space markings tend to prevent encroachment into fire hydrant zones, bus stops, loading zones, approaches to intersections, curb ramps, and clearance spaces for islands and other zones where parking is restricted. Examples of parking space markings are shown in Figure 3B-18.

Standard:

Parking space markings shall be white.

Option:

Blue lines may supplement white parking space markings of each parking space designated for use only by persons with disabilities.

Support:

Additional parking space markings for the purpose of designating spaces for use only by persons with disabilities are discussed in Section 3B.19 and illustrated in Figure 3B-19.

Section 3B.19 Pavement Word and Symbol Markings

Support:

Word and symbol markings on the pavement are used for the purpose of guiding, warning, or regulating traffic. Symbol messages are preferable to word messages. Examples of standard word and arrow pavement markings are shown in Figures 3B-20 and 3B-21.

Standard:

Word and symbol markings shall be white, except as otherwise noted in this Section.

Guidance:

Letters and numerals should be 1.8 m (6 ft) or more in height.

Figure 3B-16. Examples of Crosswalk Markings

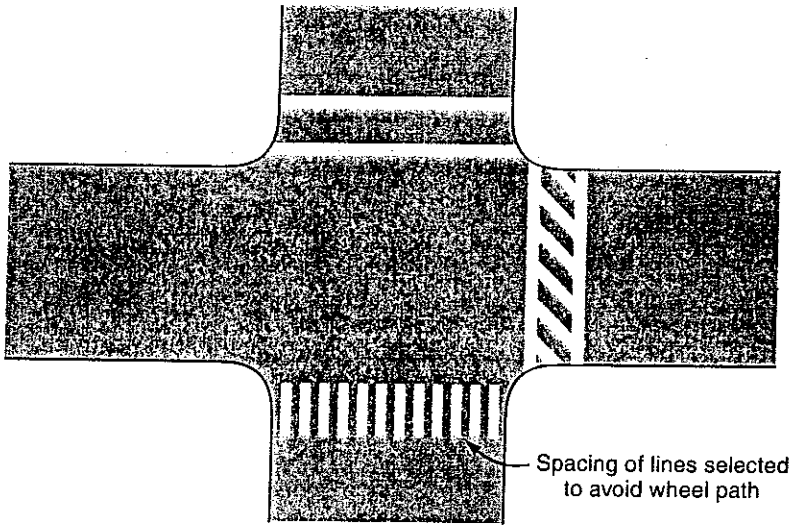
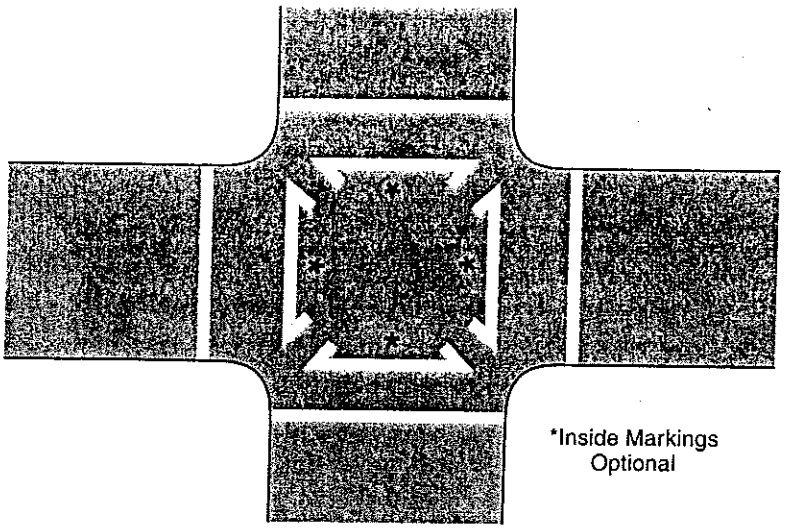


Figure 3B-17. Example of Crosswalk Markings for Exclusive Pedestrian Phase That Permits Diagonal Crossing



Pub. Safety
11-14-06 Tabled

CITY OF MANCHESTER
Parks, Recreation & Cemetery Department

625 Mammoth Road
Manchester, NH 03104-5491
(603) 624-6565 Administrative Office
(603) 624-6514 Cemetery Division
(603) 624-6569 Fax

COMMISSION

Stephen Johnson, Chairman
Sandra Lambert, Clerk
George "Butch" Joseph
Michael Worsley
Dennis Smith
Ronald Ludwig, Director

November 6, 2006

Alderman Ed Osborne, Chairman
Committee on Public Safety and Traffic
One City Hall Plaza
Manchester, NH 03101

Re: Naming of Manchester Recreational Trail System

Dear Alderman Osborne,

The Parks, Recreation and Cemetery Commission would like to recommend naming the Manchester Recreational Trail System inclusive of Manchester City Limits, both present and future, in honor of fallen Police Officer Michael Briggs. The official name of entire trail system in Manchester would hereby be named, "The Michael L. Briggs Trail System 83".

It is understood that the official process is for this recommendation to be presented to the Committee on Public Safety and Traffic, for consideration. In anticipation of a favorable response it is further understood that the request would then be subject to the approval of the Board of Mayor and Aldermen.

The Parks, Recreation and Cemetery Commission would appreciate any consideration the Committee and BMA could give in granting this request.

Sincerely,

Ronald E. Ludwig
Director

Cc: Parks, Recreation and Cemetery Commission

RECEIVED
NOV 10 2006
CITY CLERK'S OFFICE

12

4-17-07 Tabled

LeBlond-Kang, Paula

From: Hoben, James
Sent: Thursday, March 29, 2007 10:42 AM
To: LeBlond-Kang, Paula
Subject: FW: Contact The City Of Manchester NH Online

Please place on next Traffic agenda.

-----Original Message-----
From: Boutilier, Denise
Sent: Thursday, March 29, 2007 10:33 AM
To: Hoben, James
Subject: FW: Contact The City Of Manchester NH Online

-----Original Message-----
From: webmaster
Sent: Thursday, March 29, 2007 10:30 AM
To: Boutilier, Denise
Subject: FW: Contact The City Of Manchester NH Online

Denise,
Is this an email your department can address?
Rick

-----Original Message-----
From: drakoulakosj@nashua.edu [mailto:drakoulakosj@nashua.edu]
Sent: Thursday, March 29, 2007 9:49 AM
To: webmaster
Subject: Contact The City Of Manchester NH Online

Name: Jennifer Drakoulakos
Address: 59 A St
City: Manchester
State: New Hampshire
Zip: 03102
Email: drakoulakosj@nashua.edu
Message: I'm not sure who would take care of this, but we are having a parking problem on A St. The VNA Childcare is located at the end of our street. They do not provide parking for their employees. So, they take up all the available parking on A St. This is causing a problem. We have limited parking as it is. A No Parking/Loading Zone was thankfully created across from my house or I wouldn't be able to get in or out of my driveway. We have a multi-handicapped child in a wheelchair. My next door neighbor has a no parking area in front of their driveway or they wouldn't be able to get in or out of their driveway. We can only park on one side of the street. Maybe our street could be made into sticker parking only & enforced. Also, the parents drive so fast down our street. We have a at least 15-20 kids out playing & someone's going to get hurt or killed. Can't speed bumps be placed so we can protect our kids at play?
Now we have a CVS being built across the street which is going to cause even greater traffic flow for our area which also doesn't have sidewalks for safety.
Thank you for your time in reading this.
Jennifer Drakoulakos
59 A St
Manchester, NH 03102
(603) 647-4064

13

CITY OF MANCHESTER
Board of Aldermen

IN BOARD OF MAYOR & ALDERMEN
DATE: November 28, 2006
ON MOTION OF ALD. Shea
SECONDED BY ALD. Pinard
VOTED TO refer to the Committee on Public Safety and Traffic.

CITY CLERK

MEMORANDUM

To: Board of Mayor and Aldermen

From: Alderman Shea M. P. S.

Date: November 28, 2006

Re: Establishment of a Manchester Crime Prevention Committee

My purpose in proposing the establishment of such a committee would be to examine the causes for increases in serious crimes in Manchester and I am recommending that members of the committee include the following:

a) Manchester Police Chief (Chairman);
b) a representative of the NH State Police;
c) a representative of the Sheriff's Department;
d) a representative of the Manchester Police Commission;
e) a representative of the DEA (research purposes);
f) a representative of the FBI (research purposes);
g) Chairman of the Board of Aldermen;
h) a representative of the Office of Youth Services;
i) a representative of the Mayor's office; and
j) utilization of local colleges for research purposes.

The committee would be in conjunction with the Mayor's action plan for neighborhood improvements and predicated upon the Manchester Refugee Resettlement Advisory Committee report submitted in May 2006.

Upon conclusion a report would be submitted to the Board of Mayor and Aldermen for their review no later than March 2007.